



WingTips

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U.S. Air Force evaluates Wing's mission capabilities

by Capt. Al Matson,
Viking Squadron

Minnesota Wing held its biennial U.S. Air Force evaluated search and rescue exercise, otherwise known as a SAR-EVAL, at the St. Cloud Regional Airport in St. Cloud, Minn., Aug. 18. The eval was hosted by St. Cloud Senior Squadron.

The wing director of emergency services, Lt. Col. Stan Kegel, had prepared personnel and equipment throughout the state for participation in this exercise, and he acted as safety officer during the exercise.

The incident commander was Lt. Col. Bill Rutten, St. Croix Squadron. His job was to direct all efforts at accomplishing the mission scenarios that were presented by the USAF evaluators.

These mission scenarios were not revealed to the incident commander until the day of the exercise. This best simulated the nature of most emergencies, where many of the details of a mission aren't known immediately.

The mission scenarios that were handed down were:

1. Corridor search along I- 94 (route of presidential motorcade);
2. Missing person search;
3. Missing aircraft search;
4. Fire watch for the Minnesota Department of Natural Resources.

Running a single scenario can be a challenge at times, but with four separate scenarios running at one time, the mission staff was pushed hard keeping track of and coordinating assets. Air and ground operations ran throughout the day.

Ground operations were lead by Lt. Col. Barney Uhlig, Viking Squadron, in the position of ground operations branch director

Maj. Ron McCarthy, wing headquarters, served as the air operations branch director.

At the end of the day, the USAF evaluation officers held a critique of the day's performance in each area. This was very professionally done; with each of the officers taking turns explaining both what they thought was done very well and pointing out areas where improvements could



Lt. Col. Stan Kegel, wing headquarters, briefs one of the U.S. Air Force evaluators on safety issues. Kegel served as the safety officer during the evaluation.



Lt. Col. Gary Renick, wing headquarters and operations section chief for the evaluation, reviews the air operations board with Lt. Col. Barney Uhlig, Viking Squadron and ground operations branch director. One of the USAF evaluators looks on.

be made.

Overall, most considered the SAR-EVAL a success, with many CAP members

from throughout the state gaining additional insight into safe and successful mission operations.

Commentary: Minnesota makes it through 101 days safely

by Col. Steve Miller,
wing commander

Congratulations to all Minnesota Wing members.

We went through the "101 Days of Summer" without a safety incident. The "101 Days of Summer" was a safety program sent to each unit commander, stressing the need for safety during the 101 critical days of summer. The summer months historically have been high accident months.

Great emergency services training opportunities have recently been afforded the members of Minnesota Wing. In August and September, we held three major SAREXs and the unit based training exercise. Taking advantage of this type of training positions units and individuals to be able to effectively carry out emergency service missions as they are assigned.

The first SAREX held in August was the Air Force evaluated exercise. (See



Col. Steve Miller

story, page one.) Air Force members sat with all of our mission staff members and rode with the ground teams to observe what we did and how we did it. At the end of the day, the Air Force team wrote up their evaluation of Minnesota Wing's effectiveness in running a mission. We received a "satisfactory" rating on our effectiveness. The "satisfactory" rating is a good rating.

In August, several members of Minnesota Wing attended the Civil Air Patrol Annual Conference and National Board meeting. This meeting was held in

Tampa, Fla. In this meeting, Maj. Gen. Dwight Wheless was elected by the National Board as our new national commander. He will hold that position for three years. Brig. Gen. Tony Paneta was elected to the office of national vice commander. He will hold

that position for one year. The national vice commander is elected each year at the National Conference.

With school just starting, let's all be extra cognizant of our driving and watch for school children who may not be watching for us.

-Semper Vigilans

What's wrong with this thing? The prop turns so slow!!

*Lt. Col. Nick Modders,
130th Composite Squadron*

Airplanes are frequently swapped within the Minnesota Wing. This gives us the opportunity to see and get exposed to a lot of airplanes, each with its own personality.

Question: What is one big thing that gets really obvious when one starts an airplane and it has what is called a "Fly Weight Starter" versus an airplane without the fly weight starter?

Answer: the fly weight is a high RPM starter, and it really makes the prop go around.

So, your squadron has had an airplane with a fly weight starter for a month or so, and you are used to it and, guess what, the next airplane that shows up does NOT have a fly weight starter and the prop seems like it is stirring molasses during start. Luckily, it starts, and you really study the low voltage light and

the amp meter because you are just absolutely sure the battery is shot because the prop turned so slow during initial cranking.

And, if something does not allow you to get the engine started, you are sure to write up the battery as defective because the prop turned so slow during start.

Not so fast, it may not be the battery that is causing the slow turning prop, it is probably that you don't have a "Fly Weight Starter."

Now, hopefully, you have found this information on fly weight starters enlightening.

It was to me when Lt. Col. John Quilling, wing chief of staff for operations, enlightened my deficient knowledge bank.

Watch for the fly weight starters, they are very enthusiastic, but the slow turners will start your engine just as well.

--Fly Safe

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Worthington Composite Squadron finds downed plane, strengthens ties with local law enforcement

*1st Lt. Joe Bradfield,
Worthington Composite
Squadron*

Worthington Composite Squadron air and ground crews led local law enforcement in Jackson County to a downed plane east of the Jackson Municipal Airport, Minn., Sept. 11.

Although the plane came to a rest upside down in dense corn, the pilot, an instrument-rated pilot and former Minnesota Wing CAP member, appeared to be uninjured.

Maj Carl Hallum, Group Four commander, led the aircrew. Capt. Mark McCormick led the ground crew, which was joined by five deputy sheriffs and one highway patrolman.

Mission scanner 1st Lt. Joseph Bradfield said he was "impressed by just how happy law enforcement was to see us. They said over and over, 'Thank God you're here,' and 'It's really good to see you guys.'"

After the Federal Aviation Administration had alerted local sheriff's department to the distress beacon, deputies and one Minnesota State patrolman had been trying to locate the plane. They believed they had it narrowed down to an area southeast of the airport.

The Worthington aircrew, however, picking up the

Worthington Squadron searchers made a strong impression on local deputies, who expressed eagerness to know more about CAP and to work with this squadron in search and rescue training in the near future.

signal a little more than six miles west of the airport, tracked it to an origination in the center of a cornfield, east of one of the airport's grass strips.

Working from the squadron's step van, McCormick took bearings from several locations while the plane was working the area, verifying the aircrew's determination (which was imprecise due to partial signal blockage). He was able to narrow the ELT's position down to the center of the aircrew's estimated location.

At this point, it was learned that an airport vehicle was missing. The airport manager had found a note with a pilot's phone number and name on it in the FBO. The manager knew the pilot from his frequent visits to the airport, but he could not locate the pilot's plane on the field anywhere.

No assumptions were spoken among searchers until after the sheriff's department called the number, confirming that this pilot had indeed gone down in the field, extricated himself from the plane, walked to the airport, taken the airport courtesy car, and then gone on to his parents' house.

The note did not say he had gone down in the field. He had not told family he had gone down. And, he said, repeatedly, that he regretted not remembering to turn off the ELT, but he "had been a little rattled" after the incident.

Nevertheless, the ground teams divided into two parties and entered the field from opposite directions.

Besides the obvious relief at finding the pilot alive and unhurt in this incident, there was one unexpected but welcome outcome. Worthington Squadron searchers made a strong impression on local deputies, who expressed eagerness to know more about CAP and to work with this squadron in search and rescue training in the near future.

The deputies were eager to see just what an ELT was. McCormick showed them the ELT in a nearby Cessna, just visible by leaning down and shining a flashlight across the bag-

gage compartment.

McCormick then led an on the spot mini-lesson on how they and DF-ing equipment work to a very interested crowd of LEO's.

One deputy mentioned they had 17 reservists who needed search and Incident Command System training.

It is anticipated that a closer relationship between the Jackson County Sheriff and CAP, especially Worthington Squadron, has now taken root. The unit is currently discussing ways to include them in the upcoming emergency services training.

Additionally, Jackson County Sheriff Roger Hawkinson commended the unit by sending the commander a letter of appreciation for their services.

Correction:

In last month's issue, it was incorrectly stated that members who do not meet CAP weight and grooming standards may wear the BDUs and Air Force-style flight suits. The CAP National Board discontinued the wear of the BDUs and Air Force-style flight suits by members who do not meeting weight and grooming standards in August 2001.

Senior member and cadet officer promotions

Capt. Daniel Fosterling, Saint Croix
Capt. Dwight Hackbarth, Hutchinson
Capt. David Ihme, Wing Headquarters
Capt. David McKeen, Anoka
Capt. Joseph Stanich, Crow Wing
Capt. Thomas Urban, Hutchinson
Capt. Harold Waale, Northwest Minnesota
Capt. Susan Vinge, North Hennepin
1st Lt. Donel Swanson, Saint Paul
2nd Lt. Louis Adornato, St. Croix
2nd Lt. Lon Anderson, Crow Wing
2nd Lt. Timothy Bjur, Wesota
2nd Lt. Michael Deleon, Saint Paul
2nd Lt. Gary Hall, Viking
2nd Lt. Susan Narveson, Saint Paul
2nd Lt. Daniel Peakear, Saint Paul
2nd Lt. Nash Pherson, Mankato
2nd Lt. Matthew Stepaniak, Viking
2nd Lt. Paul Stewart, Saint Paul
2nd Lt. Arika Thiede, Crow Wing
2nd Lt. David Yost, St. Croix
C/Capt. Brian Anderson, 130th
C/2nd Lt. Bobbiekate Bardwell, Duluth
C/2nd Lt. Justin Binion, Duluth
C/2nd Lt. Joshua Waddell, Viking

Momentous occasions

Lt Col. Robert Juroszek, Anoka Squadron, professed his solemn vows in the Franciscan Friars Sept. 17.

Maj. Rolf Carlson, Worthington Squadron commander, and **2nd Lt. Kathleen Erdmann**, also of Worthington Squadron, were married Sept. 17 in North Carolina.

Owatonna Squadron celebrated a joint change of command ceremony Sept. 21. **Capt. Jerry Rosendahl** assumed command of the unit, replacing **Maj. Aron Leavstrom**. Additionally, **C/Chief Master Sgt. Tyler Beckman** replaced **C/2nd Lt. Jesse Decker** as the unit's cadet commander.

Duluth Squadron celebrated a change of command ceremony Sept. 23, when **Lt. Col. Keith Bischoff** relinquished command to **Capt. Brian Freseman**.

St. Paul Squadron hosted a cadet change of command in September. **C/1st Lt. Kevin Sperling** relinquished command to **C/Staff Sgt. Timothy Quayle**.

Staff selections have recently been announced for the 2004 Minnesota Leadership Academy. Congratulations to **C/Capt. Ryan Kenny** for being selected as the 2004 Noncommissioned Officer School cadet commander and **C/Maj. Christina Dalbec** for being selected as the Basic Cadet Officer Course cadet commander.



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